

( DATE: \_\_\_\_\_



*Office of the DD/S&T*

TO: DDCI

SUBJECT: U-2 Declassification

REMARKS: Bob:

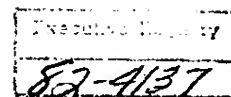
A quick way to declassify U-2 hardware would be to give one of the mothballed aircraft to the Air & Space Museum. I would appreciate your reaction to this idea. If it is favorable, I've attached, as a first step, a letter from you to Lew Allen.

Les



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DUE DATE: \_\_\_\_\_



DDS&T-130-82

13 JAN 1982

MEMORANDUM FOR: Deputy Director of Central Intelligence

FROM: Leslie C. Dirks  
Deputy Director for Science and Technology

SUBJECT: Prospective Declassification of U-2 Hardware

1. In keeping with your instructions, we have been working for some time now on the question of declassifying those aspects of the U-2 Program which can be made public without conflicting with the Agency's responsibilities to protect intelligence operations, sources and methods. We have carefully examined available records, both in CIA and within Lockheed's Advanced Development Projects Division and found them to be in some disarray. Reviewing and declassifying these data would not only be time consuming but less than meaningful.

2. As an alternative, Mr. James A. Cunningham, Jr., retained by us as a consultant based upon his familiarity with the U-2 effort, has suggested that we could act to declassify the aircraft and its basic camera payload by arranging to have one of three mothballed U-2s in storage for over three years at the Lockheed facility in Palmdale, California, donated to the Air and Space Museum of the Smithsonian. Several years ago the Air and Space Museum people made verbal overtures to the Air Force for the donation of a U-2, but were turned aside on the grounds that it was classified. These early model U-2s, including the one that made the initial flight over the Soviet Union, are now excess to Air Force requirements. (As a matter of interest, the U-2 which first overflew a denied area, was originally purchased with funds from the Director's reserve.) Even NASA, which operates two in its upper atmosphere program, is starting to transition to the specially configured ER-2 version of the newest successor to the U-2, the TR-1.

3. Recent contact with Mr. Walter J. Boyne, the Assistant Director of the Museum, reveals renewed enthusiasm for such a move. Kelly Johnson has been approached by Mr. Cunningham on



SUBJECT: Prospective Declassification of U-2 Hardware

the subject and is quite keen on the idea and has indicated that Lockheed would be prepared to underwrite refurbishing of the aircraft and its flight to Washington by one of the original Agency U-2 pilots now with NASA. This airplane could be displayed with the first mission camera payload, the "B" camera which is in storage at Warner Robbins Air Force Base in Georgia, as is the initial version of the tracker camera. Air and Space already has pilot's personal equipment and survival gear obtained from CIA following an exhibit in the building several years ago.

4. A possible scenario for accomplishing this would begin with a letter from you to General Lew Allen, Jr., Chief of the Air Staff, seeking Air Force cooperation and logistics support. At an appropriate time after the details have been worked out we could arrange a public unveiling ceremony. You may want to personally invite Senator Goldwater, an old aircraft buff himself and an ardent friend of Kelly Johnson.

5. Taking this step would accomplish "instant declassification" of the airframe/engine combination, plus the basic mission payload. Other sensors would not be included in the display. Both Russia and China have battered U-2s in their respective national museums. It seems that the time may be ripe to display the authentic whole article under more hospitable surroundings.

6. With your concurrence, we will continue to explore this possibility and will report results as they become available.



Leslie C. Dirks

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